FIFTY-NINTH YEAR

12 PAGES

TUESDAY MARCH 15 1910 SALT LAKE CITY UTAH

HOUR AND DATE OF FIREMEN'S STRIKE SET

Not Made Public-Men on Long Runs Probably Will be Given Time to Get Back to Starting Point-Mediation Under Erdman Act Has Been Requested and Granted Railroad Officials Believe it Will Prevent Walk-Out.

March 15.—Prisident nounced from the commit-ate today that in all prob-

President Carter, but the mediamust be speedy or the men will not submit to It."

Chleago, March 15,-The date and ur of calling the strike of the firen on the western railroads was deded upon by the union officials today, committee adjourned until this resident Carter of the union, said he believed the committee would order the

western railroads and the local en and enginemen would mediate enier the Erdman act came as a surprise to the officials of the employes' union, while they were in session enavoring to decide on the hour when the strike should be called.

Railroad officials without hesitation feclared that mediation under the Erdman act would put a stop for the pres inder the act, the questions upor which the employers and the men disagreed will be submitted to Chairman Knapp of the interstate commerce comon and Commissioner Neill.

This afternoon the committee of unon officials will assemble and if a telegram from Chairman Knapp is reved will give it their attention. If no telegram is received it is the expressed termination of the union com-tee to conclude its business, decide wher to make public the date of ling the strike, which they have eady fixed on, and in the words of sident Carter, "fold their tents depart."

depart."

e ultimatum of the union commitwas sent last night to Chairman

Nixon, of the general managers'
mittee. It reads as follows:

COMMITTEE'S ULTIMATUM. Your letter of March 14, wherein usey that the managers' committee adress its former refusal to arbitrate matters in controversy has been ill matters in controversy has been received and has been given serious ronsideration. The refusal of the managers' committee to arbitrate acticles two and three on the piea that another reganization's interest are involved rill not be accepted by our committee for the reason that we are only requiring the restoration of a rule and practice which our members have always alonged until recently when railroad managers advocated the nullification of such rules, thereby depriving certain h rules, thereby depriving certain inemen of rights which are accord-to every other employe in the serv-of railroads represented by the

to the managers' committee re-that our conferences are thus ht to a close without having ed a solution of the matters in

"By order of the committee,
"W. S. CARTER,
"President Brotherhood of Locomo
tive Engineers and Firemen."

It was estimated that the date for salling out the men would give them silling out the men would give them silling before receiving the notice for hem to quit work. Others may be fiven a hint not to start on long runs, dany of the firemen are on such runs and seme of them could not get back to their starting point under ordinary fireumstances in less than four days. Those who have watched the course of he negotiations since their inception are of the opinion that several days at least will clapse before the strike will go into effect in any event.

Much also depends on the action laken by the upion officials in the vent that they receive a direct communication from Chairman Knapp.

MANAGERS' STATEMENT.

MANAGERS STATEMENT. O. L. Dickeson, assistant to the resident of the Chicago, Burlington I Quincey Railroad, on behalf of the nanagers' committee gave out the

"In order that the public and unspresented commercial interests of his country may not be embarrassed or injured by the ill effects of a conflict which the firemen propose, the wilroads have invoked the aid of the Erdman act and Chairman Knapp, of he interstate commerce commission and Commission. is under the government law in an fort to peacefully adjust the diffi-lty. Messrs. Knapp and Neill have vepted and we do not see how the remen can well refuse the proposi-on for a peaceful adjustment. "The railroads feel that after hav-

President Carter, of the firemens' president Carter, of the firemens' president carter, of the firemens' president carter from Chairman Knapp and Commissioner Neill informing the union official that the paliway had asked for mediation inder the Erdman act had been resident on the carter on the protection of the prote

man of the general managers' cominit

tee.

The request was for the mediation of the difficulty that had arisen on the subjects of wages, hours of labor and conditions of employment, between the 47 roads involved and the Brotherhood of Locomotive Firemen and Enginemen. It was requested in the application that the mediators, Chairman Knapp and Commissioner of Labor Neill, enter into communication with W. S. Carter, president of the Brotherhood, with a view to an amicable adjustment of the ew to an amicable adjustment of the

Chairman Knapp assured the repre-sentatives of the general managers that he and Mr. Nell would take up the matter and if necessary would go to Chicago in an effort to adjust the con-troversy.

KNAPP AND NEILL CONFER.

KNAPP AND NEILL CONFER.

Chairman Knapp and Dr. Neili had a conference during the early part of the day to determine upon what they would on. It appears not unlikely that if the telegraphic communication with President Carter is satisfactory one or both of the mediators will leave Washington late today for Chicago.

The application for mediation is comprehensive in scope. It includes not merely the question of wages—which is the crux of the dispute—but also hours of labor and conditions of employment. In fact, it covers every phase of the difficulty.

fficulty.
It is known that representatives of general managers' committee have been in Washington several days, prepared and fully authorized to make the application in the form it was presented to day as soon as failure of the negotiations at Chicago should be indicated.

CALVIN ANTICIPATES NO SERIOUS INCONVENIENCE

San Francisco, March 15.-Though frankly conceding that the strike order ssued from Chicago last night by the Brotherhood of Locomotive Firemen and Enginemen may cause temporary inconvenience and embarrassment officials of the railroads operating on the Pacific coast say they anticipate no great trouble. Apparently the action of President Carter of the brotherhood has taken some of the companies by surprise and no special measures to meet the emergency had been formulated. The fact, however, that the engineers are not likely to be involved is legarded by the companies as a reassuring aspect of the situation. Many of the locomotives of the coast line are equipped with oil burners which it is stated, do not require much skill in handling, cials of the railroads operating on the

stated, do not require much skill in handling.

Little uneasiness is manifested at the Southern Pacific offices here and reports from divisional points of the Harriman lines, the Great Northern. Santa Fe and other railroads up and down the coast are to the effect that the officials express small concern over the outlook. E. E. Calvin, vice president and general manager of the Southern Pacific said last night:

"While the strike will affect our roads out here, we do not anticipate any serious inconvenience.

"The public does not understand how the strike was brought about. The railroads were willing to arbitrate with the

the strike was brought about. The rail-reads were willing to arbitrate with the firemen on the wage question and, in fact, asked for arbitration. The fire-men, however, have insisted in bring-ing in the question of representation that is, they insisted upon being em-powered to legislate for their members

after they had become engineers. This, the engineers did not request.

"The fact that we in the west use oil burners will make it a very easy matter to replace the men."

ter to replace the men."

About 90 per cent of the Southern Pacific firemen are members of the Brotherhood, it is officially stated, and all of these are expected to obey the orders of their organization.

Santa Fe officials at Los Angeles say

Santa Fe officials at Los Angeles say that brakemen on that road doubtless will go out with the firemen. Los Angeles advices state that the Salt Lake road will not be affected, as the main line is not in operation owing to the washouts in Nevada.

Frank C. Avanson, secretary of the grievance committee of the western division of firemen, says that he has not yet been apprised of the strike order, but expects to receive official notification today.

"Whatever the orders call for." he said, "it is probable that every division in the west will stand by them. A referendum vote was taken some time ago and forwarded to Chicago in time to be considered prior to take offect on March 27 between our grand officer and the general manager's committee.

HARRIMAN LINES IN OREGON NOT WORRIED

Portland, Or., March 15.-Officials of

Portland, Or., March 15.—Officials of the Harriman lines in Oregon state that the strike will have little or no effect on them. Their engineers, they say, are for the most part members of the Brotherhood of Locomotive Enginers who, they say, will not abandon their situations. Their locomotives are equipped with oil burners, and the officials say, need but little skill in operating.

The Spokane, Portland, and Scattle rallroad officials state that they expect to have little difficulty in replacing any firemen who strike, as they employ but few men.

The Great Northern and Northern Pacific rallroad have, divisions terminating here, at Seattle and at Tacoma. Local officials of these roads stated they are not in a position to speak advisedly as to what affect the strike will have upon the roads they represent.

There are about 450 firemen employed by roads in this state and on divisions of other roads which have terminals here. The vote cast by the local union men of the Brotherhood of Locomotive Firemen and Enginemen, was almost unanimous in favor of calling a strike if the demands of the Brotherhood were



THE GOVERNOR'S HEADQUARTERS (THE WHITE PALACE) AT KHARTOUM, EGYPT.

OFFICIALS FEELING BLUE.

Those in connection with the operat-ng departments are feeling very blue

ailroad matters will resume their nor

unything definite" from Chicago, bu

NOT AFFECTED YET.

Up to a late hour this afternoon all was serene in the situation in this sity, all trains running according to chedule on all the roads centering here, and no movement indicating a

All Roads Entering Salt Lake, Except On Insurgents and Declares Re-One, Will be Affected by the Firemen's Strike.

The great firemen's strike, which is eyes and tightened lips among the firemen, and a general feeling prevails that should the trouble develop it will not be a trivial affair but will be fought through to the finish. expected to be called at any time from he Brotherhood quarters in Chicago, vill affect all of the lines which come nto Salt Lake with the exception o

into Salt Lake with the exception of the Denver & Rio Grande, and it is possible that the men on this road will go out in sympathy. There will be but a few over 200 men directly implicated in the strike in the city, but their action will deprive many theusands of work and a practical tie-up of transportation will ensue.

The finemen, or, explicitly, the order of Locomotive Firemen and Enginemen, are fighting for what they call "representation." It is a sort of a three-cornered affair, with the railroads and the Brotherhood of Locomotive engineers at the other points. These two unions have been at loggerheads for several years and land full the situation became so strained that the firemen quietly began preparations for the movement which is expected to culminate soon.

anovement which is expected to culminate soon.

An employe cannot become an engineer until he has served a nevitiate of three years as a fireman. When he secures an engine, he must, according to the rules of the Brotherhood of Locomotive Engineers, drop his former affiliation with the firemen and become a member of the senior order. The firemen's order, as it is usually called, not only includes the men who handle the shovel, but also those who have graduated and are pulling the throttle.

DECLINE TO OUIT ORDER.

DECLINE TO QUIT ORDER.

Many firemen, after they have passed their examinations and are in

Many firemen, after they have passed their examinations and are in command of an engine, decline to drop their old order. They maintain that they have a right to their organization and the fight between the two orders has been of a fierce mature for several years. The engineers union, which is the older and the more powerful, will not budge an inch from the stand that their constitution holds them to.

The matter of representation, which is really the gist of the whole affair, and which implicates the railroads, is that grievance committees from the Locomotive Firemen and Enginemen are not given recognize but one order of engineers and that the firemen's members must state their grievances through the engineers body. The engineers have an agreement with the railroads, it is said, that nobody but those who belong to their organization shall represent any engineers grievances. The matter of wages, which also enters into the strike, is but a side issue and would readily be adjusted by arbitration. In a nutshell, the order of Lecomotive Firemen and Enginemen are asking for a recognition of their organization as engineers after they have attained to those positions, with all rights of representation at present granted to the Brotherhood of Locomotive Engineers.

LOCAL PRESIDENT SPEAKS.

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LOCAL PRESIDENT SPEARS.

E. M. Qualtrough, president of Sait Lake lodge No. 178, Locamotive Piremen and Enginemen, was loath to talk of the situation this morning. He said that the matter was being handled from the Chicago end and nothing could be given out at the present time. However, he volunteered the information that the Denver & Rio Grande railroad was not necessarily implicated, because of the fact that they had representation already and the wage scale was satisfactory. He also said that there were four other western lines which would not necessarily be affected. Still, while giving this information, he intimated that the strike would be general, if it was declared, and that the other roads would go out in sympathy.

the other roads would go out in sympathy.

The only trains which will be run over the roads, with the help of the strikers, in case the strike is declared, will be the mails. These will be manned and run as usual, as far as the strikers are concerned, according to S. B. Welsh, recording secretary of the Sail Lake lodge. He said that there were about 200 members of the first men's organization in Sail Lake, and if these about 30 are running engines. In case the strike should be declared, the loss in Utah would be thrown sut of employment, not only those directly affected, but others whose work to a large extent hinges upon that of the strikers. Business generally would be affected, not only because of want of transportation facilities, but also because of the cessation of expeditures of many men who would be in enforced idieness.

About the railroad yards is day there is an air of gloom. Work is going on as usual, but there is a subdued air of expectation which is fell everywhere. Nobody knows whether of not, or when, the anticipated news is 6 come, but all are expecting it. There are thoughtful have upon the roads they represent. There are about 456 firemen employed by roads in this state and on divisions of the roads with the help of the strikers in case the strike is declared. The roads with the help of the strikers are strike which as the roads with the help of the strikers are when the strikers are strikers of the mails. The roads of the mails of the ma

SPEAKER CANNON RENEWS ATTACK

Its Platform Pledges.

PAYNE TARIFF IS BEST EVER

Best Revenue Producer and Most Scientific Adjustment of Protective Duties Country Ever Had. ng departments are feeling very blue over the prospects.

"It's mighty hard," said one official, the way things are going this year with the railroads all over the country, and particularly in Sait Lake. The first hing we have is the big washout of he Sait Lake Route which ties up that one for six months. Then there's the rouble on the Southern Pacific. Avananches and snowslides on the north-vestern lines come in anyle succession.

and declared that all the pledges o the platform will be kept by the Republican party if it has the continued support of the people. The letter for addressed to George C. Rankin, president of the Illinois Republican Editors

CANNON'S LETTER.

railroad matters will resume their normal conditions."

The local railroad workmen directly affected by the expected strike have little to say. But when they do express an opinion it is to the effect that they realize the gravity of the situation and are preparing to meet it. There does not seem to be any ill feeling displayed as yet, nothing but a firm determination to stand by their guns.

President Qualtrough of the firemen's organization said that he had not heard "anything definite" from Chicago, but

schedule on all the roads centering here, and no movement indicating a strike of the local firemen had been made. The railroad officials so far are taking an optimistic attitude with regard to the situation, and think that the firemen will hardly go so far as to declare a general strike. That such a movement would, however, be disastrous, is admitted by the officials, and one to be deplored not only in the railroad world, but among all classes of business, as a strike of the dimensions feared would simply paralyze business, at least temporarily. W. H. Bancroft, vice-president and general manager of the Oregon Short Line, said this morning that he had received no notification of the calling of a strike of the local firemen. "Everything is moving along just the same as ever with the Short Line," said Mr. Bancroft, "and I have not received any intimation that the firemen who are employees of the Short Line will strike. I know nothing more than what I flave seen in the papers, and am simply awaiting developments." Mr. Bancroft did not venture any statement as to how the matter would be handled should the strike be called and all the firemen leave their jobs.

J. F. Dunn, superintendent of mo-"Within six months after its enactment that law has demonstrated that it is the best revenue producer as well as the most scientific adjustment of protective duties we have ever had, fully justifying the president's declaration that it is the best tariff law ever enacted. The Republican party did not promise a free trade tariff, not a downward revision, but a revision in which should be recognized the principle of protection, with the minimum and maximum rates to preserve without excessive duties that security against foreign competition to which American manufacturers and producers are entitled and also to maintain the high standard of living of the wage curners of this country who are the most direct beneficiaries of the protective system.

"In carrying out that pledge of the platform we enacted a tariff in which there were 654 decreases from the Dingley law, 220 increases and 1,150 items of the dutiable list unchanged. The articles on which duties were decreased represented \$5,000,000,000 worth of consumption, while those increased had a consumption value of less than \$1,000,000. The increases were on luxuries and the decreases on necessities, and in the first six months of the law more than 51 per cent of all importations were free of duty, the largest percentage of free imports we have ever had under any tariff, not even excepting would be handled should the strike be called and all the firemen leave their jobs.

J. F. Dunn, superintendent of motive power and machinery of the Short Line, said he had received no intimation that the firemen on the Short Line were instructed to strike. "In fact," said Mr. Dunn, "I have talked with officials of the local branch of the Locomotive Firemen and Enginemen, and they told me distinctly that there would be no strike here. They told me they had no grievances to settle, and while they would of course like to receive an increase in pay yet they did not feel that they had sufficient complaint to take part in the strike. Of course, if the men do go out it will cripple the read temporarily. But really, I do not think the strike will be called."

W. H. Smith, assistant superintendent of the Sait Lake Route had heard nothing of the firemen on his road going out on a strike when seen this morning. "The firemen on the Sait Lake Route have expressed no intention of walking out," said Mr. Smith, "and whether they would consider themselves bound to follow the order to strike if given, seeing they have no grievances themselves, I am not in a position to say. I do know that the relations between the Sait Lake Route and all its men are most agreeable."

J. C. Dailey, general superintendent were free of duty, the largest percentage of free imports we have ever had
under any tariff, not even excepting
the Walker tariff of 1846, which was
called a free trade tariff. The increase
of revenues has been nearly \$50,000,000
in six months, making the Payne law
the best revenue-producer we have ever
had, and that is a prime necessity in
our increased expenditures for the
greater development of the country.

TARIFF PLEDGES REDEEMED. "The Republican party has carried out its tariff pledges in a way to justi-fy the president's pride in that enact-ment and it will carry out its pledges as it has time for discussion and argu-

Where Col. Roosevelt is a welcome guest at the governor's palace. Khartoum, once occupied by Gen. Gordon

April Copies

publican Party Will Keep Ail

Springfield, Ill., March 15.-Speake Cannon, in a letter read at a meeting of Republican editors here today, re newed his attack on the "insurgents" association, Springfield, and in part is as follows:

lanches and snowslides on the north-western lines come in quick succession. Now here comes this hig strike. Why, the railroads have been hurt more dur-ing the last six maths than in 10 years before."

"We were just beginning to think that our troubles were over and that in a month or so everything would be going along in shipshape. The repair work was going along nicely and every-thing painted to a good spring and summer trade. But if this strike is called, there is no telling when western railroad matters will resume their nor-"Dear Mr. Rankin—I have your favor of the 8th inst., informing me that there will be a meeting of the Illinois Republican Editorial association at Springfield on March 15, and inviting me to give you a word of encouragement and suggestion.

"I thank you for the courtesy, but I feel there is no occasion for me either to advise or encourage the Republican editors of Illinois, who have been a potent factor in the politics of the state.

outers of lithois, who have been a potent factor in the politics of the state since before the Republican party was formally organized.

"The Republican party has not discarded any of its principles nor has it sought new issues, simply for the paragraph of the paragraph of the paragraph."

pose of catching the crowd ever ready for noveltles. Where it has added a new plank to its platform, it has kept its pledges. . . Republican majori-ties in house and senate, co-operating with the president placed the Payne tariff law on the statute books Aug. 5, or within less than five months from the beginning of the session. "Within six months after its enact-ment that law has demonstrated that it is the best revenue producer as well

COL. ROOSEVELT **WONDERFULLY BUSY**

Between Visits to Points of Historic Interest, Receives Visitors And Replies to Correspondents.

GORDON MEMORIAL COLLEGE.

In Answer to Request That He Return Via San Francisco, Replies That It Is Impossible.

Khartours, March 15.-Bent on makng the most of their brief stay in this the capital of the Egyptian general government of the Soudan, the Roose velts were early astir today. Col Roosevelt was especially busy, occupy ng the intervals between excursion to points of historic interest in receiv ng callers and making reply to suc-

After breakfast he summoned to him the native servants who had accompanied him through the expedition and ade them good bye. Each received a resent of cash from Col. Roosevel and a gift from Mrs. Roosevelt.

SIGHT SEEING PROGRAM.

The sight seeing program began with visit to Gordon Memorial college built at the east end of the town in 902 by subscriptions solicited from



GENERAL SIR REGINALD WIN. GATE, D. S. O., K. C. B., K. C. M.

From the college a drive was taken to other parts of the town. Col. Roosevelt, Mrs. Roosevelt, Miss Ethel Roosevelt and Maj. Gen. Sir Rudolph Baron | cycle and in a few seconds reached Von Slatin, the inspector general of the scene of trouble. By this time handsome pair of horses and escorted by two Egyption lancers. During the drive they were joined by other members of Maj. Gen. Wingate's staff, occupying two carriages.

Later in the forenoon the Roose velts abandoned their carriage for a motor car, and unaccompanied, drove into the suburbs. This afternoon the Roosevelts planned a visit to Kerreri, the scene of the great battle on Sept, 2, 1898, when the Anglo-Egyptian forces defeated the khaliff and reconquered Egyptian Soudan The trip to

The tentative plans of the Roosevelts provide for their departure from here on a special train Thursday night. On the way to Cairo a stop of one day will be made at Assuan, upper Egypt, on the east bank of the Nile, and two days will be given over to a visit to Luxor.

RETURN TO AMERICA. F. Y. Ronfils of Denver, who came here to meet Col. Roosevelt, today had an interview with the latter and pre-sented him with a petition from the chamber of commerce of Kansas City and other western cities asking the former president to return to the United States by way of San Fran-cisco.

United States by way of San Francisco.

Mr. Roosevelt replied it would be impossible for him to accept the suggestion, owing to his engagements, including his presence at the marriage of his son, Theodore Roosevelt, Jr., to Miss Eleanor B. Alexander, which is to take place in June. If possible, however, he said he would visit Denver and Cheyenne during the frontier day celebrations in August.

Col. Roosevelt upon his visit to the Gordon Memorial college addressed the students informally expressing great interest in their work and remarking upon the splendid progress made by British energy within the few years that its influence had been exerted in Khartoum.

senting the truth to meet fiction, that the people may fairly judge as to the fidelity of the present administra-tion to the principles of the party that gave it power to the end that the president may continue to have the support of the legislative department in working out the policies of the Re-publican party."

Lively Times on Water Main Ditch On Second Avenue This Morning.

POLICE IN A PROMPT CHARGE

Foreman Hill Knocks Ringleader Senseless and Then Rome Howls With Abandon.

Lively Scattering of Greeks and Italians Who Throw Away Their Weapons-Four Arrests.

stols, and threatening to kill Forean J. H. Hill who has charge of ing a watermain on Second avenue alf a hundred infurlated Greeks and Italians precipitated a riot about five climites after 8 o'clock this morning he scene of trouble of Motorcycle Policeman Griffin, followed soon by her policemen, no doubt several men

Nearly 150 men were put to work this morning on Second avenue by Doyle & Schwartz, who have the contract for laying the water main, men were in charge of J. H. Hill, foreman, Just after 8 o'clock five or ix foreigners appeared on the job and sked for work. Hill told them they ould have a job and that they would e paid \$1.80 per day while the Americans were to receive \$2 per day,

DEMAND SAME WAGES. The men started to work but with n five minutes trouble started when it the same time signalling to two of als men. In a flash three of them rew revolvers and started toward Hill in a threatening manner. The latter, nothing daunted, drew a revolver and knocked Steles unconscious to the ground.
AMERICANS RALLY.

With howls of rage the foreigners ushed to the scene of trouble, drawing weapons as they ran. Hill, armed with a gun, and several other Americans armed with picks, shovels and pieces of iron, held the enraged men at bay while a man in the enighborhood turned in a riot call to the police. Patrolman Griffin jumped on his motor Steles had somewhat reco was urging his men to violence, but Griffin placed him under arrest, armed the man and then arrested t

GUNS THROWN AWAY,

By this time Mounted Patrolmen Crouthers and Colton, and Sergeant Johnston and Patrol Driver Moore reached the scene. The apnearance of the patrol wagon and the two mounted men was the signal for a grand scattering and the dusky hued trouble makers did Dorando's in every direction, throwing their weapons away as they ran. Steles and his companions attempted to run but Griffin and the other policemen held them with threats to shoot. They were loaded into the wagon and guarded by Driver

threats to shoot. They were loaded into the wagon and guarded by Driver Moore while other policemen took after some of the fleeling foreigners. The latter threw their guns over fences and into ditches but they did not stop running until the last was out of sight. The entire neighborhood was aroused by the tunuit. Mothers seized their children and rushed them into the house, while the male portion of the inhabitants who were home, armed themselves and stood ready to assist the police in queiling the riot.

MAN WITH A RIFLE.

While the police were looking for the troublesome laborers, two or three Greeks went to a residence on M street between South Temple and First avenue and demanded the return of their weapons which they claimed they had thrown into the yard. A young man, armed with a Winchester rifle, rushed out and drove them off.

\$3,414.64 ON RINGLEADER.

Only four men were arrested. They gave their names as Andrew Steles. Ralph Baroni, Anglos Pappas and George Pappas. They are charged with disturbing the peace, carrying concealed weapons and Steles is facing the additional charge of interfering with an officer. When searched at the station the latter had certified checks amounting to \$3,400 and \$14,63 in cash on him.

GRIFFIN'S STORY.

OF REPUBLICAN EDITORS

Washington, March 15.—President Taft sent to the convention of Republican editors at Springfield III. today the feed was a great scattering and in a few seconds you couldn't see a Greek or Italian in sight. We gathered up all the guns we could find and disarmed the men I arrested."

ORIGIN OF TROUBLE.

Quiet was rest.

ORIGIN OF TROUBLE.

ORIGIN OF TROUBLE.

Quiet was restored in about an hour and the valid meeting; that there will be harmony and that the Republican editors of Illinois will stand by the action of the Republican Congress and Republican administration in reference to the tariff bill and other progressive legislation. The expression of a meeting like the one you have called, arising from a normal, sane and pattiotle Republican attitude, will have much influence for good in Illinois and the rest of the country. "WILLIAM H. TAFT."